Appendix C (Part 2):

Example Forms, Charts and Tables

(Included in this appendix are example forms, charts and tables, used in previous RIDOT projects, that are in th preferred format. Please ensure that all proposed forms, tables, and charts are in substantial conformance with th examples.)

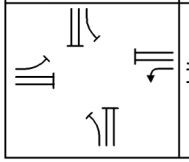
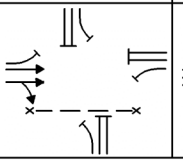
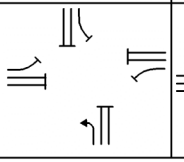
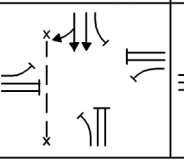
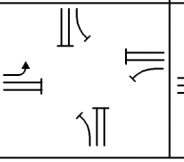
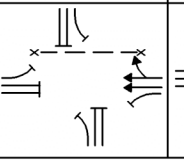
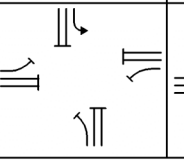
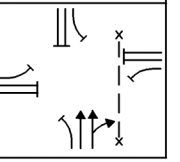
Example Sequence and Timing Diagram (Quad-Left Phasing):

SEQUENCE AND TIMING DIAGRAM

APPROACH	DIRECTION	HOUSING	ø1			ø2			ø3			ø4			ø5			ø6			ø7			ø8			FLASHING OPERATION
MINIMUM INTERVAL			5			11			5			8			5			11			5			8			
VEHICLE EXTENSION			2.2			2.8			2.2			2.8			2.2			2.8			2.2			2.8			
MAXIMUM 1			8			28			11			18			8			28			11			18			
MAXIMUM 2			8			28			11			18			8			28			11			18			
YELLOW CLEARANCE				3.5			3.5			3.5			3.5			3.5			3.5			3.5			3.5		
RED CLEARANCE					1.5			1.5			1.5			1.5			1.5			1.5			1.5			1.5	
PED. WALK/CLEARANCE						5/16						5/18						5/16						5/18			
EAST MAIN ROAD	NB–LT.	D	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	F ~~R~~
EAST MAIN ROAD	NB	E,F	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	F Y
EAST MAIN ROAD	SB–LT.	A	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	F ~~R~~
EAST MAIN ROAD	SB	B,C	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	F Y
VALLEY ROAD	EB–LT.	G	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	F ~~R~~
VALLEY ROAD	EB	H,J	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	F R
VALLEY ROAD	WB–LT.	K	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~G~~	~~Y~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	~~R~~	F ~~R~~
VALLEY ROAD	WB	L,M	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	F R
PED. CROSSING VALLEY ROAD	N–S	P1,P2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
PED. CROSSING VALLEY ROAD	N–S	P3,P4	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PED. CROSSING EAST MAIN ROAD	E–W	P5,P6	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
PED. CROSSING EAST MAIN ROAD	E–W	P7,P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	
DETECTOR			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			
RECALL			OFF			SOFT			OFF			OFF			OFF			SOFT			OFF			OFF			

NOTES:

1. FLASHING OPERATION PER M.U.T.C.D. SECTION 4B–18.
2. MAXIMUM 1 = NORMAL OPERATION
3. MAXIMUM 2 = NOT USED
4. PED. W/FDW UPON PUSHBUTTON ACTUATION ONLY.

ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8
							

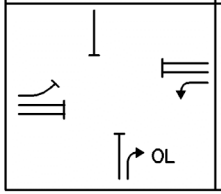
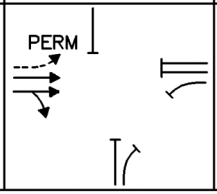
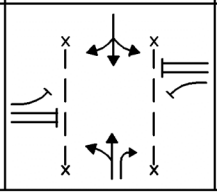
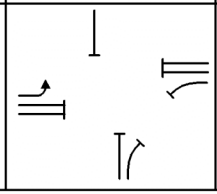
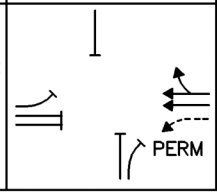
Example Sequence and Timing Diagram:

SEQUENCE AND TIMING DIAGRAM

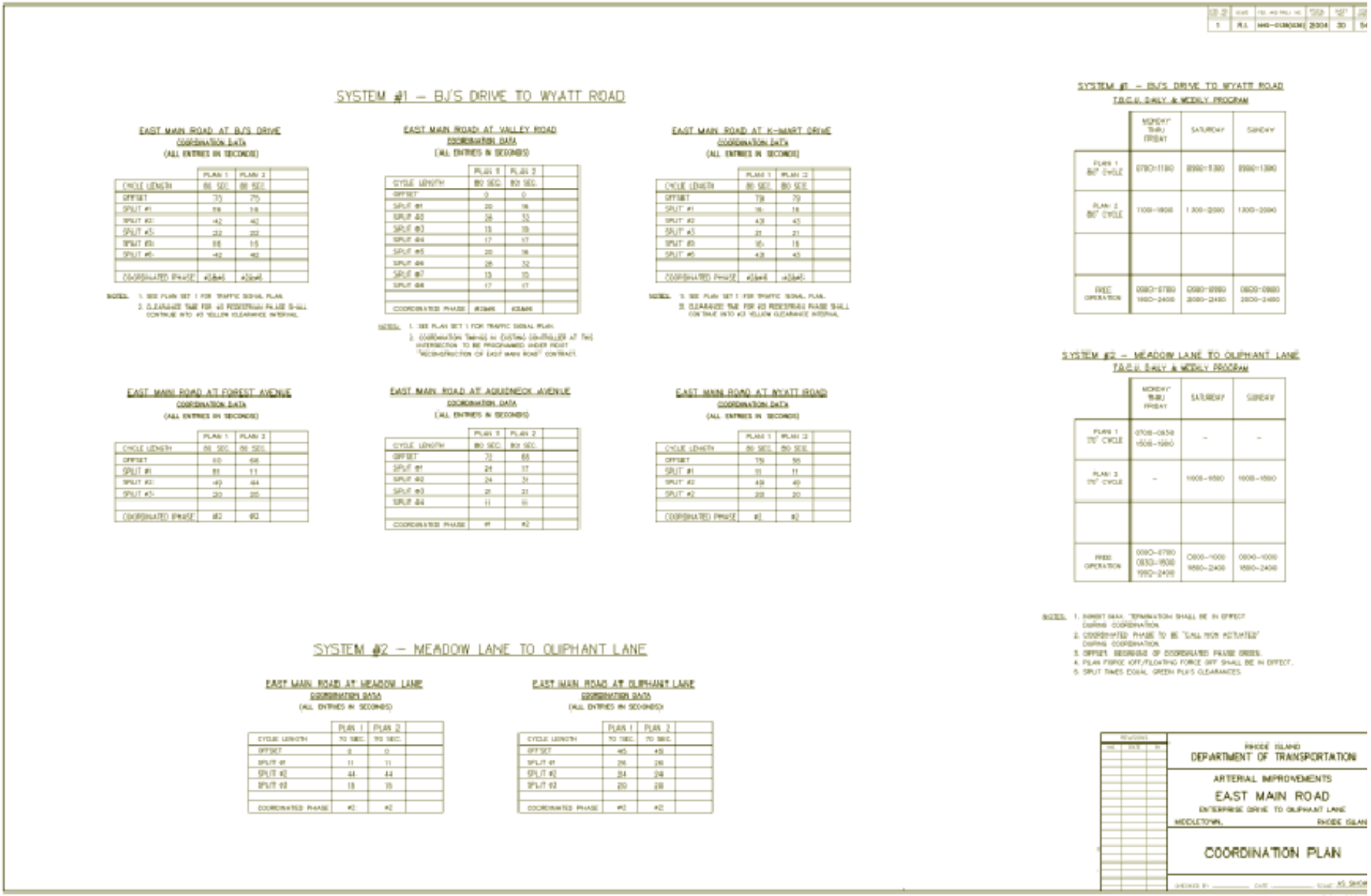
APPROACH	DIRECTION	HOUSING	ø1			ø2			ø3			ø5			ø6						FLASHING OPERATION
MINIMUM INTERVAL			5			10			6			5			10						
VEHICLE EXTENSION			2.2			2.8			2.8			2.2			2.8						
MAXIMUM 1			15			45			20			15			45						
MAXIMUM 2			15			45			20			15			45						
YELLOW CLEARANCE				3.5			3.5			3.5			3.5			3.5					
RED CLEARANCE					1.5			1.5			1.5			1.5			1.5				
PED. WALK/CLEARANCE									5/16												
EAST MAIN ROAD	NB–LT.	C	R	R	R	G	Y	R	R	R	R	R/G	R/Y	R	R	R	R				FY
EAST MAIN ROAD	NB	D	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R				FY
EAST MAIN ROAD	SB–LT.	A	R/G	R/Y	R	R	R	R	R	R	R	R	R	R	G	Y	R				FY
EAST MAIN ROAD	SB	B	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R				FY
MIDAS DRIVEWAY	EB	E,F	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R				FR
BJ'S DRIVEWAY	WB	G	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R				FR
BJ'S DRIVEWAY	WB–RT.	H	R/G→	R/Y→	R	R	R	R	G	Y	R	R	R	R	R	R	R				FR
PED. CROSSING EAST MAIN ROAD	E–W	P1–P4	DW	DW	DW	DW	DW	DW	W/FDW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
DETECTOR			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK			NON–LOCK						
RECALL			OFF			SOFT			OFF			OFF			SOFT						

SEQUENCE AND TIMING NOTES:

1. FLASHING OPERATION PER M.U.T.C.D. SECTION 4B–18.
2. PERM = PERMISSIVE
3. OL = OVERLAP
4. MAXIMUM 1 = NORMAL OPERATION
5. MAXIMUM 2 = NOT USED
6. PED. W/FDW UPON PUSHBUTTON ACTUATION ONLY

ø1	ø2	ø3	ø5	ø6	ø4,ø7,&ø8
					NOT USED

Example Coordination Summary Sheet:



SYSTEM #1 – BJ'S DRIVE TO WYATT ROAD

EAST MAIN ROAD AT BJ'S DRIVE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	75	75	
SPLIT #1	18	18	
SPLIT #2	42	42	
SPLIT #3	22	22	
SPLIT #5	18	18	
SPLIT #6	42	42	
COORDINATED PHASE	#2&#6	#2&#6	

NOTES: 1. SEE PLAN SET 1 FOR TRAFFIC SIGNAL PLAN.
2. CLEARANCE TIME FOR #5 PEDESTRIAN PHASE SHALL CONTINUE INTO #3 YELLOW CLEARANCE INTERVAL.

EAST MAIN ROAD AT VALLEY ROAD
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	0	0	
SPLIT #1	20	18	
SPLIT #2	26	32	
SPLIT #3	13	13	
SPLIT #4	17	17	
SPLIT #5	20	18	
SPLIT #6	26	32	
SPLIT #7	13	13	
SPLIT #8	17	17	
COORDINATED PHASE	#2&#6	#2&#6	

NOTES: 1. SEE PLAN SET 1 FOR TRAFFIC SIGNAL PLAN.
2. COORDINATION TIMING IN EXISTING CONTROLLER AT THE INTERSECTION TO BE PROGRAMMED UNDER FIRST "RECONSTRUCTION OF EAST MAIN ROAD" CONTRACT.

EAST MAIN ROAD AT K-MART DRIVE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	79	79	
SPLIT #1	18	18	
SPLIT #2	42	42	
SPLIT #3	22	22	
SPLIT #5	18	18	
SPLIT #6	42	42	
COORDINATED PHASE	#2&#6	#2&#6	

NOTES: 1. SEE PLAN SET 1 FOR TRAFFIC SIGNAL PLAN.
2. CLEARANCE TIME FOR #5 PEDESTRIAN PHASE SHALL CONTINUE INTO #3 YELLOW CLEARANCE INTERVAL.

EAST MAIN ROAD AT FOREST AVENUE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	60	68	
SPLIT #1	11	11	
SPLIT #2	49	44	
SPLIT #3	20	20	
COORDINATED PHASE	#2	#2	

EAST MAIN ROAD AT AQUIDNECK AVENUE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	70	68	
SPLIT #1	24	17	
SPLIT #2	24	31	
SPLIT #3	21	21	
SPLIT #4	11	11	
COORDINATED PHASE	#1	#2	

EAST MAIN ROAD AT WYATT ROAD
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	80 SEC	80 SEC	
OFFSET	75	55	
SPLIT #1	11	11	
SPLIT #2	49	49	
SPLIT #3	20	20	
COORDINATED PHASE	#2	#2	

SYSTEM #1 – BJ'S DRIVE TO WYATT ROAD
T.O.C.U. DAILY & WEEKLY PROGRAM

	MONDAY THRU FRIDAY	SATURDAY	SUNDAY
PLAN 1 80" CYCLE	0730-1130	0900-1300	0900-1300
PLAN 2 80" CYCLE	1100-1900	1300-2200	1300-2200
FREE OPERATION	0000-0730 1900-2400	0000-0900 2200-2400	0000-0900 2200-2400

SYSTEM #2 – MEADOW LANE TO OLIPHANT LANE
T.O.C.U. DAILY & WEEKLY PROGRAM

	MONDAY THRU FRIDAY	SATURDAY	SUNDAY
PLAN 1 70" CYCLE	0700-0830 1500-1900	-	-
PLAN 2 70" CYCLE	-	1000-1500	1000-1500
FREE OPERATION	0000-0700 0830-1500 1900-2400	0000-1000 1500-2400	0000-1000 1500-2400

NOTES: 1. SUNSET MAX. TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
2. COORDINATED PHASE TO BE "CALL FOR ACTUATED" DURING COORDINATION.
3. OFFSET RECORDED AT COORDINATED PHASE ORDER.
4. PLAN FORCE OFF/FLOATING FORCE OFF SHALL BE IN EFFECT.
5. SPLIT TIMES EQUAL GREEN PLUS CLEARANCES.

SYSTEM #2 – MEADOW LANE TO OLIPHANT LANE

EAST MAIN ROAD AT MEADOW LANE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	70 SEC.	70 SEC.	
OFFSET	0	0	
SPLIT #1	11	11	
SPLIT #2	44	44	
SPLIT #3	15	15	
COORDINATED PHASE	#2	#2	

EAST MAIN ROAD AT OLIPHANT LANE
COORDINATION DATA
(ALL ENTRIES IN SECONDS)

	PLAN 1	PLAN 2	
CYCLE LENGTH	70 SEC.	70 SEC.	
OFFSET	45	45	
SPLIT #1	26	26	
SPLIT #2	24	24	
SPLIT #3	20	20	
COORDINATED PHASE	#2	#2	

REVISIONS

NO.	DATE	BY

RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

ARTERIAL IMPROVEMENTS
EAST MAIN ROAD
ENTERPRISE DRIVE TO OLIPHANT LANE
MIDDLETOWN, RHODE ISLAND

COORDINATION PLAN

CHECKED BY: _____ DATE: _____ SHEET NO. XX OF XX

Example Coordination Data Table: